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COUNTRY Germany (Soviet Zone) REPORT NO. [REDACTED]

TOPIC Finow Airfield

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EVALUATION [REDACTED] PLACE OBTAINED [REDACTED] 25X1A

DATE OF CONTENT 3 December 1951 to 5 January 1952

DATE OBTAINED [REDACTED] DATE PREPARED 25 January 1952

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

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SOURCE

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1. The special construction bureau in Eberswalde received the contract to build a wooden fence, about 16 km long, around Finow airfield. The border along Finow-Biesenthal highway in line with the runway was to be provided with a wire fence instead of a wooden fence. Work started at the northeastern corner of the field, along the road to Biesenthal, on 3 December and was discontinued on 13 December 1951. *

2. Take-offs and landings were made by swept-back jet aircraft with the following

25X1B

3 December:

25X1B

4 December:

5 December:

6 December: No flying was observed

25X1B

25X1

7 and 8 December:

[REDACTED]

25X1A

3. Between 12:45 and 1:30 p.m. on 26 December, 26 MiG-15s, 7 single-engine low-wing monoplanes, 2 single-engine semi-high-wing monoplanes, and 2 PO-2s were counted at the field. The visibility was good. An olive drab colored MiG-15 was in the assembly shop. Its tail section projected beyond the open doors. Between 9 a.m. and 12:30 p.m., individual MiG-15s flew over Eberswalde. Flying was discontinued about 12:45 p.m. Some of the MiG-15s were trucked to their dispersal areas. The radio installation in Jagen (forest-subarea) 175 was unchanged.

25X1

4. Signs along the Finow-Biesenthal road warned vehicle drivers and passengers

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No Change In Class. ☐

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from stopping there. Holes, probably for poles of a fence, were excavated along the Finow-Biesenthal road. * Trucks [redacted] ambulance [redacted] and repair shop truck [redacted] entered and left the field.

25X1B

25X1B

5.

[redacted]

6. Between 9:30 a.m. and 12:30 p.m. on 21 December, 4 MiG-15s were counted at the field and about 13 aircraft of an unidentified type were estimated there. The weather was foggy and visibility was limited to about 400 meters. There was no flying. [redacted]

25X1

7. No observations could be made at the field between 8:30 and 9:30 a.m. and between 2:30 and 3 p.m. on 5 January 1952 because of poor visibility. There was no flying. The personnel strength was unchanged. Motor vehicles [redacted] entered and left the field. ***

25X1B

25X1A

* [redacted] Comment. This information on the construction of a board and wire fence around Finow airfield which is reported by all [redacted] agrees with reports from other airfields in the Soviet Zone of Germany. These board fences which, in all cases, run along roads and railroad lines are undoubtedly erected for security purposes.

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[redacted]

*** [redacted] Comment. According to [redacted], Finow airfield, since November or December 1951, has again been occupied by a fighter division headquarters and two fighter regiments which are being reactivated. Previous observations indicate that the regiments have not been equipped with aircraft to their authorized strength. Since no information has been received that new jet aircraft types are stationed in Finow, it is believed that the 13 aircraft of an unidentified type, observed by source of paragraph 6 were also MiG-15s.

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